

FEB 1952 51-4AA

CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION **SECRET**

SECURITY INFORMATION

25X1

INFORMATION REPORT

REPORT NO. [REDACTED]

25X1

CD NO.

COUNTRY Hungary

DATE DISTR. 6 February 1953

SUBJECT The Hungarian-Soviet Air Traffic Company

NO. OF PAGES 2

DATE OF
25X1 INFO.NO. OF ENCLS.
(LISTED BELOW)PLACE
ACQUIREDSUPPLEMENT TO
REPORT NO.

25X1

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THIS IS UNEVALUATED INFORMATION

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1. The office of the Hungarian-Soviet Air Traffic Company (Magyar-Szovjet Légitforgalmi Társaság or Maszovlat) is at Dorottya Ut 7, Budapest V.
 2. The general director is Andrei Bockharov, a Russian about 45 years old, broad shouldered, brown hair, very strong, speaks very little and only in Russian, a former officer.
 3. The deputy general director is Mrs. Maté Zalka, born in Russia, widow of a Communist killed in Spain, middle height, with a round face, speaks some Hungarian.
 4. The head of the travel bureau is Henrik Kanka, about 50 years old, a Hungarian who was an office worker for the Malert.
 5. The head of the finance section is Nikolai Shurin, a Russian. His deputy is János Gáspár, 40 years old, a former bank official.
 6. The personnel head is Josip Petsganov, a Russian, about 40 years old, stiff backed, a broad face, black eyes and hair.
 7. The director of the Ferihegy Airfield is Alexander Mekshnikov, 60 years old, grey hair, a kindly man. His deputy is János Pap, about 40 years old, middle height. He was formerly an iron worker in Csepel; a [REDACTED] Communist, [REDACTED] 25X1
 8. The technical head at Ferihegy Airfield is Engineer Béla Pálinská, about 45 years old, a tall man with brown hair; was formerly a prisoner in Russia and speaks Russian perfectly. The deputy chief engineer is Trifin Sedov, a Russian, 35 years old. The shop head is Viktor Opolov, a Russian engineer, 30 years old. The hanger engineer is Chibascov (fnu), about 40 years old, a Russian with a remarkably heavy beard. The radio operator is Ebebia (fnu), a 35 year old 25X1
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Russian. The head mechanic is Saria (fnu), a Russian, 45 years old. The chief electrician is Kuzma (fnu) a Russian, about 40 years old. The chief pilot is Grigori Lebediev, a Russian of about 40. His deputy is Piotr Alexeiev.

9. Under the agreement between Budapest and Moscow on the Maszovlet, Hungary is required to build and maintain the airports decided on by the Soviets, to maintain and furnish spare parts for planes, to furnish technical personnel. The Soviets may make any use they wish of the airports, which do not belong to the Maszovlet, but to the Hungarian State, being under control of the Ministry of Transport.
10. The Maszovlet also uses airfields under the control of the Hungarian Air Service. Among them are:
 - Budapest-Ferihegy - transport field only.
 - Budapest Mátyásföld - Maszovlet and Hungarian Air Force.
 - Budapest-Adyliget () - Maszovlet, Hungarian and Russian Air Forces.
 - Miskolc - Maszovlet (military airfield quite separate).
 - Debrecen - Maszovlet and Russian Air Force.
 - Pécs - Maszovlet only, transport field.
 - Szombathely - Maszovlet only.
 - Szeged - Maszovlet only.
 - Békéscsaba - Maszovlet only in summer.
 - Siófok - Maszovlet only in summer.
 - Nagykanizsa - Maszovlet only.
 - Nyíregyháza - postal service to the Hungarian Air Force Field only.
11. There is a good deal of work going on at the Budapest-Adyliget Field.
12. At the Debrecen field are Russian fighter bombers and light bombers, the latter being TU-2s, about 15 in number.
13. A Hungarian transport squadron is at the Mátyásföld Field, which has, aside from some training planes:
 - 6 UT-2s, of Soviet manufacture.
 - 2 Siebers, two-engined, Czech made.
 - 4 Bucker-Bestmanns.
 - 6 IL-2s, Soviet made.

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